1	2	3	4	5	6	7
26.	Orissa	21.00	84.90	103.45	77.31	89.78
27.	Pondicherry	3.00	6.72	7.81	1.82	3.51
28.	Punjab	24.00	95.91	138.89	67.02	81.57
29.	Rajasthan	278.00	386.38	260.05	193.66	243.21
30.	Sikkim	4.00	5.36	4.04	3.34	4.55
31.	Tamil Nadu	239.00	258.98	223.94	188.30	263.4
32.	Tripura	2.00	6.12	6.68	4.92	4.28
33.	Uttarakhand	27.00	53.03	39.19	15.70	31.42
34.	Uttar Pradesh	58.00	555.56	305.08	241.87	440.70
35.	West Bengal	15.00	210.46	123.74	103.06	131.08
	TOTAL:	2059.00	4269.36	3314.12	2407.62	3062.36

Inland Water Transport system

1132. SHRI AMIR ALAM KHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the factors which have contributed to the slow progress of Inland Water Transport (IWT) system in the country;

(b) the total model mix of IWT in the country;

(c) the total investment till now for development of IWT sector in the country;

(d) whether any analysis has been done by his Ministry to assess the increase in volume of passengers and freight traffic on the existing waterways;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) Like any other transport sector, Inland Water Transport (IWT) sector requires basic infrastructural facilities (namely assured navigable channel, terminals and navigational aids) to be provided upfront to make this mode viable. The slow progress of this sector is attributable to small public investment in the sector, non availability of

water for navigation due to diversion of water for irrigation during the non-monsoon season, deforestation in hilly areas and resultant siltation of waterways and location of industries away from river banks and necessitating additional transshipment cost in IWT transportation. This mode is active in favourable geographical areas such as Goa, Mumbai, Assam and West Bengal.

(b) Approximate share of organized IWT sector in the country in terms of tonne-km. is about 0.30% of the total inland freight transportation.

(c) The total expenditure made for IWT sector in the country upto 2004-05 was about Rs. 752.24 crores.

(d) to (f) The transportation of cargo by IWT mode (organized sector) on National Waterway-1, National Waterway-2, National Waterway-3, Goa waterways and Mumbai waterways has shown a rising trend in the last three years as may be seen from the following figures:

Year	Cargo movement (in billion tonne km.)
2003-04	1.628
2004-05	2.468
2005-06	2.823

Analysis has been made for the likely growth of cargo on three National Waterways consequent to their development and it is estimated that following cargo transportation is likely on three National Waterways:

(in Billion tonne kms.)

Year	NW-1	NW-2	NW-3	Total
2009-10	1.18	0.75	0.24	2.17
2011-12	2.01	1.23	0.40	3.64
2016-17	3.40	2.37	0.44	6.21
2021-22	6.69	4.72	0.51	11.92
2024-25	8.69	4.87	0.56	14.12

No analysis has, however, been made for existing or likely increase in passenger transport on inland waterways.